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THE HONGKONG DISPENSARY.

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Correspondents must forward their names and address with communications addressed to the Editor for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have a merely sensational character will be inserted.
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The Daily Press.

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LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 27th March, 1903.

THERE is more than one aspect of the election on Wednesday of two members of the Sanitary Board which calls for comment. Never before in the history of Hongkong have three hundred persons in the Colony been induced to take sufficient interest in the administrative affairs of the Colony as to attend the City Hall to record their votes in the election of representatives to the Sanitary Board. It had indeed come to be understood that such a thing as a popular election was unheard of in Hongkong, though as a matter of fact the right of the ratepayers to elect two representatives on the Sanitary Board has always existed. No popularly elected representative had sat for some time on the old Board simply because the ratepayers appeared utterly unconcerned about the matter. After the result of Wednesday's election we may surely say now nous avons changé tout cela.

While the community received with the utmost satisfaction the announcement that Mr. H. E. Pollock, K.C., had been returned with such a handsome lead, the European residents of the Colony are certainly grievously disappointed that either Mr. Hooper or Mr. Pollock's colleague, it has been commonly understood that these two seats were intended for Europeans, since the Ordinance makes special provision for the appointment of two Chinese representatives on the Board; but, as we have previously pointed out, there is nothing in the Ordinance expressly preventing the seats being occupied by men of any race if only they can find sufficient supporters to vote for them. The election of Mr. RUMJAN, it is very manifest is no less a surprise than a disap-

pointment to the European community and this brings us to a consideration of a matter of some importance in these elections, namely: Who are the electors? According to the Ordinance they are (1) those ratepayers whose names appear on the Special and Common Jurors' Lists; and (2) those ratepayers who are qualified to be placed thereon but who are excused on account of their occupations. Now the question we desire to ask is, Who are ratepayers in Hongkong? We are told that a ratepayer is not necessarily an occupier who pays directly the rates of the premises he occupies; his landlord may pay them, but this would not relieve the occupier of his obligation in the event of default on the part of the landlord; therefore, the occupier remains virtually the ratepayer. No objection can, of course, be taken to this, but do the authorities in Hongkong regard the lodger as a "ratepayer"? We believe the lodger was a determining factor in the election which took place on Wednesday. If the lodger is regarded in Hongkong as a ratepayer—we are not prepared to say that *ipso facto* he is not a ratepayer—then, at any rate, that ought to be plainly stated when any popular vote is taken in the future. At home the lodger is not regarded as a ratepayer, and doubtless many who would otherwise have voted on Wednesday had they been aware that a lodger here was regarded as a ratepayer, would have helped to swell the poll. On any future occasion of a similar nature, these points ought to be made clear, and moreover we would suggest the desirability of having an interval between the date of nomination and the date of election in the event of a poll. Had there been such an interval on the present occasion it would have enabled many misunderstandings to have been cleared up. Brief addresses by the candidates upon their useful purpose, but as only two hours were allowed for nominations and balloting, time obviously could not be spared for speechifying. One consequence of this was that Mr. SHELTON HOOPER probably suffered somewhat, as in some quarters the feeling existed that he, if elected, would from the nature of his occupation be the representative of a class interest rather than of the general interests of the community. It was a mistake for anyone to have supposed that, and had there been an opportunity for speeches at the time of nomination Mr. HOOPER would probably have dissipated the notion.

One more observation may be made in reference to the Sanitary Board. Owing to the impending departure of Mr. OSBORNE from the Colony, the duty falls upon His Excellency the Governor of appointing a successor. Fortunately the election on Wednesday proves that there is no lack of interest felt by the community in the work of the Sanitary Board, and no lack of well-qualified residents willing to give the requisite time and attention to the duties. His Excellency therefore will experience no difficulty in filling up the vacancy.

H.M.S. Amphitrite left yesterday for Japan.

We regret that pressure upon our space today compels us to hold over until to-morrow a lengthy letter on the currency question.

Field firing will take place to-morrow morning from a point one mile south of Kowloon Point, firing on the southern slope of the hill.

A notification in a Government Gazette Extraordinary issued yesterday states that telegraphic information has been received that the Government of Burma has declared Hongkong to be an infected port.

The Hon. Secretary of the H.K.F.C. informs us that his committee has awarded three badges to those members whose play has been especially useful in the Association game, and four caps to members in the Rugby code. These will be presented at the ninth annual dinner to-morrow.

By permission of Major Radcliff and Officers, the band of the 33rd Burma Infantry will play the following programme to-day, at the King Edward Hotel, during dinner:—
March..... "The Erin,"..... Ivan Caryll
Lancers..... "The Army and Navy," Ernest Allan
Dance..... "Hungarian,"..... Mullen
Selection..... "Cavalleria Rusticana," Mascagni
Valse..... "Valse Brillante,"..... Chopin
Selection..... "Merrie England,"..... Ed. German
Gavotte..... "The First Primrose,"..... Eilenberg

A coolie at the Police Court yesterday told an ingenious story in giving his version of an incident that led to his appearance in the dock on charge of stealing two jackets which were drying on the roof of a house in Bonham Strand. He was carrying a bird in his hand, he said, and the bird flew away. It lighted on the bamboo pole carrying the two jackets, and, seeing this, the erstwhile owner of the feathered pot climbed the scaffolding surrounding the house to recapture it. Just as he was on the point of laying his hand on the bird, it flew away again, and he was clutching the jackets in his hand, quite unconscious of what he was doing, when the owner of the clothing appeared and arrested him. The Magistrate did not believe the story, and sent the defendant to goal for one month, with hard labour.

The Rev. W. H. C. Dunkerley, Colonial Chaplain of Singapore, has been appointed Archdeacon of Singapore.

The United States Consul-General at Bangkok in a recent report to his Government forwards and endorses the views of a business man well acquainted with trade throughout the Far East to the effect that there is a good opportunity for the establishment of a properly conducted American firm in Bangkok.

The Ho use of Commons is not always dull; it has, at times, its little jokes. When Mr. Joseph Walton put down his amendment to the Address respecting China and Persia, Mr. D. A. Thomas put down an amendment on the paper to make the words read, "from China to Persia," but this just caught the Speaker's eye, and was expunged.

In French Indo-China, the Government has planned a set of naval bases, but want of money stands in the way of carrying out the idea. The selected points are these:—Cape St. James (Saigon) in the south; Port Combat, and later, Kwangchowwan in the north. St. James and Saigon seem, indeed, to fulfill sufficiently well the conditions of linked bases.

At one of Christie, Manson & Wood's sale in London last month a fluted melon-shaped topot and cover, carved in old Chinese pale-green jade, mounted with metal-gilt handle, sold for 52 guineas; an altar set of old Chinese cloisonné enamel, decorated with formal flower ornaments and emblems—25 guineas; a pair of figures of ladies of old Chinese porcelain, each holding a pink lotus flower, to form candlesticks, 11½ in. high—28 guineas. The articles formed part of the estate of the late Mr. James Macandrew of Belmont.

It would hardly be supposed that the Hongkong Daily Press was three years in advance of a leading London daily, but such is the fact. The *Globe* of 16th ult. says:—"To-day, for the first time, the *Globe* is entirely printed by electricity. Even a short time ago such dependence would have been quite unsafe; and the fact that we are able to make the change now in complete confidence, shows the immense advance made by electricity as a practical motive power." This paper has been printed entirely by electricity for nearly three years.

Messrs. C. Mitchell & Co., the well known advertising agents of Snow Hill, London, have just issued their *Newspaper Press Directory* for 1903—the fifty-eighth. It is an annual well brought up to date. In addition to the directory there are various articles on news-paper and commercial subjects, and special articles in the Colonial Supplement on "How Far is Commercial Union of the Empire Feasible?" by Ernest E. Williams; "The Australian Federal Tariff"; "Australian Shipping and Immigration Laws," by the Hon. W. P. Reeves; three special South African articles; and the usual articles on the import trade of the colonies.

An amusing little comedy was witnessed recently at a Court ball in Rome. While King Victor and Queen Helena were going separately to salute their principal guests, the Queen found herself near the new Chinese Minister, who, in reply to a Royal compliment, expressed in French, stood silent with a bland smile upon his countenance. The situation, says the Rome correspondent of the *Newcastle Chronicle*, was becoming embarrassing, when an aide-de-camp explained that the diplomatic Chinaman spoke nothing but Chinese. "But is not that his interpreter?" queried Her Majesty. "Yes, and he can only speak English," was the reply. Then the Queen smiled, the Chinaman had done nothing else all the time, and the incident ended.

In October, 1893, the S.P.C.K. voted £50 towards a church at Kowloon, to cost £250 and to seat 100 people, but this grant could not be claimed. Archdeacon Bannister, of Hongkong, we learn from a home paper, has now written:—"It was not possible for us at that time to fulfil your two conditions, namely, that the church should be vested in a corporation, and that the church should remain on that site for ever, inasmuch as the Church in Hongkong was not then organised, and also because of the fact that the land was only held on an annual lease, terminable at the will of the Government. Those two difficulties have been removed. The Chinese Church has now been organised into a self-supporting and self-governing branch of the Anglican Communion, and His Majesty's Government have made a grant in perpetuity of a site for the erection of a church, on which it is now proposed to build a large church. The church will cost from £60 to £70, and will accommodate 400 people." The Bishop of Victoria supported the application, and the committee recommended that the former grant of £50 should be written off, and that a grant of £100 should be voted towards the proposed church at Kowloon, which was voted.

CASE OF PLAGUE AT GOVERNMENT HOUSE.

The usual daily return of the number of plague cases in the Colony, issued on Wednesday, recorded a case at Government House. A Chinese coolie was found to be suffering from the disease, and was promptly removed to the hospital.

The total number of cases reported for the year, down to noon yesterday, was 118.

Miss Prettie: "Mr. Rider is so entertaining!" He seems to have come in contact with so many people.
Mr. Wheeler (viciously): "Yes, indeed. You should watch him on his bicycle."

TELEGRAMS.

REUTER'S SERVICE.

RIOTING IN TRINIDAD.

THE MOB FIRED ON BY THE POLICE.

LONDON, 24th March.

Serious riots have taken place in Trinidad in connection with an obnoxious Water Bill. The crowd stoned and ignited the Government buildings, which were gutted, and the Governor and Council had to be escorted through the mob from the burning buildings after the police had fired to clear a way. Several were killed and wounded.

The *Palas* and *Rocket* landed bluejackets to restore order.

The mob is still excited and dangerous.

PUBLIC APPRECIATION OF MR. CHAMBERLAIN.

LONDON, 24th March.

Mr. Chamberlain has refused the offer of a great demonstration in his honour, not being desirous that political capital should be made out of his tour in South Africa.

RECALL OF GENERAL SIR HECTOR MACDONALD.

LONDON, 24th March.

General Sir Hector Macdonald has been ordered from Colombo to answer some very grave charges made against him. The Governor has been authorised to convene a Court-martial, officers being outside the scope of the criminal law of the Colony.

[Evidently the telegram should read "return to Colombo" as Sir Hector Macdonald left Colombo a few weeks ago by special permission of the Governor on "urgent private business."—Ed. D.P.]

THE LINCOLNSHIRE HANDICAP.

LONDON, 24th March.

The result of the Lincolnshire Handicap is as follows:—

1. Over Norton.
2. Ypsilante.
3. Porteuilis.

HONGKONG SCHOOL ATHLETIC SPORTS.

The annual athletic sports of the Hongkong Schools (Bellios Public School, Diocesan Boys' School, Diocesan Girls' School, Ellis Kedourie School, Kowloon British School, Queen's College, R. C. Cathedral School, St. Joseph's College, Union College, Wanchai Government School), took place yesterday at Happy Valley and were a great success. Messrs. B. James and H. Sykes acted as starters. Messrs. B. Tanner, A. O. Bruns, G. J. W. King and Rev. Bro. Stephen as judges. Messrs. Sykes and Tanner as handicappers, and Mr. A. H. Crook and Rev. Bro. Sylvester as time-keepers. The results were as follows:—

LONG JUMP. For boys up to 16 years of age. 1. B. Wong; 2. Y. Gonsalves; 3. A. G. Simien.
100 YARDS FLAT RACE (Handicap). For boys from 10 to 13 years of age. 1. J. M. Baradas; 2. C. Banjo; 3. Sero Poi.

100 YARDS FLAT RACE (Handicap). For boys from 13 to 16 years of age. 1. J. Da Rocha; 2. Wing Shiu Cheung; 3. L. Rodriguez.

120 YARDS FLAT RACE (Handicap). For boys from 7 to 10 years of age. 1. C. Loureiro; 2. J. Castro; 2. H. M. Castro.

1 MILE BICYCLE RACE (Handicap). Open to all ages. 1. H. F. Banjo; 2. Wong Shiu Cheung.

HIGH JUMP. For boys 10 to 15 years of age. 1. Lum Fook; 2. F. Mootee.

At the conclusion the prizes were presented by Mrs. G. H. Bateson Wright.

THE CHARTERED BANK DIVIDEND.

Mr. T. S. Cochrane, the manager of the local branch of the Chartered Bank, courteously informs us of the receipt yesterday of the following telegram from the head office in London:—

"At the approaching meeting of shareholders, the directors will recommend a dividend for the past half-year at 10 per cent. per annum, free of income tax, that £75,000 be placed to reserve, which will then stand at £725,000, that £47,500 be carried forward as undivided profit, and that a bonus of 15 per cent. be paid to the staff of the bank."

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* left Vancouver for Hongkong, via usual ports of call, on the 24th inst. a.m.

The Indo-China steamer *Namang* left Calcutta for this port, via the Straits, on the 25th inst., and may be expected here on the 11th prox.

THE ADMIRALTY DOCK QUESTION.

DEPUTATION TO THE GOVERNOR.

H. E. the Governor Sir Henry A. Blake, G.C.M.G., yesterday received a deputation from the community with reference to the proposed removal of the Admiralty Dock from its present position. The interview took place in the Council Chamber, His Excellency being accompanied by Hon. F. H. May, C.M.G., Colonial Secretary. The deputation was as follows:—Sir C. P. Chater (Chairman), Hon. C. W. Dickinson, Messrs. W. Poate, J. R. M. Smith, T. P. Cochrane, H. E. Pollock, E. A. Howett, W. Danby, A. G. Wood, Hon. G. Stewart, Messrs. D. E. Brown, E. W. Mitchell, Hon. R. Shewan, Messrs. H. E. Tomkins, A. Forbes, G. Balloch, and J. H. Lewis.

Sir PAUL CHATER, addressing His Excellency, said he proposed to lay before him what had happened with regard to the removal of the Dock from where it is now to some other place. The public were beginning now to realise what a vital obstacle the Dock would be to the growth of the Colony if it was allowed to remain where it is now, and they had spontaneously arranged that a meeting should be called to discuss the question; and although only two days' notice was given, at this meeting no less than—in fact rather more than—100 gentlemen assembled, representing almost the whole of the commercial and shipping interests of the Colony, and decided unanimously that a petition should be drawn up and forwarded to the Rt. Hon. the Secretary of State through His Excellency's kind offices, and it was hoped by the Committee, with His Excellency's support. The meeting not only decided that a petition should be drawn up and forwarded but that as soon as it was ready and handed to His Excellency, he should be asked to wire the substance of the petition to the Secretary of State. The reason for that was that there had been rumours for some time of differences existing between the naval and military authorities with regard to certain land connected with the Dock scheme. He understood also that it was likely that a Royal Commission might be appointed to investigate these matters and their object in asking His Excellency to telegraph the substance of the petition home was that in case the Commission was about to be appointed its scope might be extended so as to not only arrange matters between the Colonial Office, the War Office and the Navy, but also to go into the question of the removal of the Dock from its present position to somewhere else. The Committee before proceeding to do anything on the subject decided to report to His Excellency exactly what had happened and see if he would help them in any way with regard to the drawing up of the petition. That was as far as they had gone. With regard to the obstacle that the Dock would be to the growth of the Colony, that was as well known to His Excellency as to the public here. The growth of the Colony eastwards had been stopped for many years, and would continue to be in that position; even although the tram-lines were going to be started, still he felt certain that the growth would not be anything like what it ought to be. He might point out that from Messrs. Butterfield & Swire's offices there was a mile or a mile and a half westwards where the land varied in value from \$25 up to \$45 per square foot. From Butterfield & Swire's offices this great Dock ran along to Arsenal Street, the very first block after that had been bought by the Navy, with huge buildings on the land, at about \$6 per foot. That in itself would show how this tremendous break—this great line of demarcation, so to speak, between the East and the West—was affecting the East. Then it had been well known to most people that there was one great objection which had been felt once before and would be felt again as the Dock went on. Probably His Excellency would remember a case brought forward in the Police Court by a resident in Macdonnell Road in respect of a nuisance. What was the nuisance? The nuisance was the noise made by a steam-hammer used for driving piles at the Naval Yard Extension. If that was a nuisance, how much more would it be when the Dock was working there fully? On a summer's night it would be almost unbearable.

HIS EXCELLENCY—I think that was found not to be a nuisance.
Sir PAUL CHATER—No, sir; it was not found not to be a nuisance. But the case was withdrawn because, I think, the gentleman who brought it forward was a foreigner.

HIS EXCELLENCY—I do not think that can be entered into at all anyway. I remember the case perfectly.
The COLONIAL SECRETARY—If he had chosen to push his case I have no doubt he would have got a conviction, but he withdrew it.

Sir PAUL CHATER, continuing, said that at any rate the case was withdrawn and that was how the thing was closed. However, he might tell His Excellency that if this Dock was to be built where it is, the houses on Kennedy Road, Macdonnell Road and Bowen Road would be absolutely uninhabitable. It would be impossible for people to live in these houses. Why, he thought Government House and Headquarters House would be worse still. These were the points so far as regards the inconvenience to the Colony. He was sure the Committee who were to draw up the petition would go into these points and they would only like to get His Excellency's support in the matter. His Excellency might probably say: If this Dock is to be stopped and removed, where will it be removed to? Well, there were three sites they had in view, and it was the idea of the Committee that they should draw up schemes to place before this Commission should it be appointed or before His Excellency. When

the Commission came on he would point out the advantages of these sites over the present one. 'I hope', he thought, could be very easily arranged. They could give the Admiralty bigger sites and better sites in every respect and still with all that was wanted with regard to the water frontage. Then probably His Excellency might ask, and a good many people might naturally ask: What about the expense that the Navy have gone into? They had thought of that. If he was rightly informed, he believed that the Navy so far had expended £250,000 to £300,000. The land which the Navy now occupy and which they would like to see free from the War Office was worth a lot of money. He thought that some two years ago he gave the Governor an estimate of that land and he had no reason now to alter that estimate. If anything, he thought it was worth even more. If two of the sites that they proposed to offer to the Navy were accepted then the Colony would have to give these sites—they belonged mostly to the Government with perhaps one or two small resumptions—and they would get in turn what the Navy now occupy plus what is wanted from the Military. If they got that they could then afford to compensate the Navy perhaps for the expense they had incurred, but this amount, some of £250,000 or £300,000, although expended was not lost, because suppose they took any one of these other sites and went on with the Dock scheme all the blocks and the timber for the cofferdam could be again used. The reclamation which had been done would come in useful for them for the continuation of the Quay; and the road having been widened to 75 feet, that would also make the land there more valuable. Therefore as far as compensation was concerned there was no doubt in his mind that some arrangement could be arrived at, and what would be a most important thing to do would be, he thought, to push on the appointment of this Commission and not only that but to give them the additional scope of going into this question of the removal of the Dock to some other site. He had been reminded, that, probably His Excellency would recollect that actions had been taken by residents in Morrison Hill Road, close by there, against people for working iron workshops on the Quay and Queen's Road, East, and he believed the Government had also given notice to these people that that nuisance must be stopped. Well, if that was a nuisance, distant as it was from Queen's Road to Morrison Hill, surely a Dock right in front of the Harbour and working at night would be a terrible nuisance all the way up to the Peak almost. In fact he believed that where Chief Justice Goodman was living now when this nuisance was going on, the noise was heard right up there. That was the great point. And not only that. This military were now building huge barracks, married quarters, hospital and so on, all along Kennedy Road. There it would be found to be a terrible nuisance if the Dock was working at night. It would be almost unbearable. These were the facts they had before them—the facts that the Commission would no doubt embody in their petition. They had thought it right to inform His Excellency of what was being done and to place these facts before him now. Perhaps His Excellency might help them in getting up the petition, might give them some information enabling them to embody it in their petition. (Applause.)

HIS EXCELLENCY asked if any other members of the deputation desired to make any remarks? Hon. R. SKEWES remarked on the difficulties which were said to have arisen in the construction of the Naval Dock on its present site, and assured His Excellency that all they were doing was to strengthen the hands of the Government, that they were not attempting to set against the Government in any way, and that they were all heartily in accord with the object they had in view. (Applause.)

HIS EXCELLENCY said he was very glad to receive that important deputation from the community on the Dock. He might tell them at once that he was in absolute and entire sympathy with them in the views which they expressed (applause), he had always been so; as the published letters would show he had already more than once addressed the Imperial Government on the question. But now when they came to the question of the Dock, of course, as far as the Navy are concerned, no matter what the question of nuisance may be, no matter what the inconvenience to the public may be, if it were necessary that that Dock should be built in that position he had no doubt that not only the members of the Committee but every member of the community in Hongkong would be prepared to bear any inconvenience if it was absolutely necessary for the well-being, safety and the comfort of His Majesty's Navy. (Applause.) As regarded the question of the differences at present between the Admiralty and the Military authorities, he did not know of any such differences. There had, of course, been consultations between them as to the possible division of land now held respectively by the Navy and Military authorities, and he thought he might say that, on broad lines, the Military and Naval authorities had either arrived at a working agreement, or were very nearly approaching to that point. The first point for them to consider, and the point to put before His Majesty's Government was the question whether that Dock should be removed from that position *in toto*. He had personally no doubt that if it was possible to remove the Dock from its present position, it would be not alone of great importance to this Colony, but it would be equally important for the welfare of His Majesty's Navy in the future, because he was quite clear that the present extension as projected at the Dockyard was not, and would not be, sufficient for the requirements of the Navy in the future if the files remained as to the expansion of trade be verified and if the fact remained, as he

thought it would remain, that we should probably always have a very considerable Navy engaged in the Far East. The question that presented itself was in a nutshell. When they put the question before His Majesty's Government, as they would in their petition—a petition which he hoped, and believed he would be able to support most heartily in all its statements and all its suggestions (applause)—the two questions that they would have to consider were, first of all, whether, in the event of the removal of the Dock elsewhere, a considerable amount of time might or might not be lost. They had already seen—he was speaking now as the men in the street—that it was quite clear it was to the advantage of His Majesty's service that the Dock should be completed as soon as possible. He knew nothing of the difficulties that had been shadowed by Mr. Shaw; but he assumed that, if there were such difficulties, it might help to solve the question, because he took it that, in the removal of the Dock to another position, that position would be such as would afford a sound bottom, and facilities for the building of the Dock which did not appear, from Mr. Shaw's statement, to exist at the present holding. Apart from that question, and assuming that that could be answered, and that it could be demonstrated on enquiry that the Dock would and could probably be completed as quickly elsewhere as this Dock might be if it is gone on with, then came the question of the expense to the Imperial Government. That question had already been answered by the Committee, through their chairman, Sir Paul Chater, in his statement that, in their view the Colony could afford to acquire for the Naval authorities the whole of their present holding, and to supply the Naval authorities with a site elsewhere. He had gone into that question a little with Sir Paul Chater and agreed with him. He thought his calculations were probably right, and that it would be for the benefit of this Colony that the Imperial Government should be assured that, if a change be made it would be made without expense to His Majesty's Government. He knew nothing of a proposed Commission for the purpose of settling differences between the Military and Naval authorities and, hardly thought, not from any official source or official knowledge, that Sir Paul Chater had been quite correctly led to believe. He knew that, in the minds of certain people, and certainly in his mind, was presented the advisability of sending out a Commission for the purpose of considering the question that they were approaching—the question as to the ultimate expansion of the Dockyard premises and the possibility of the removal of the Dock—because he did not think, he was at all, singular in the view that, while His Majesty's Navy is here primarily for the protection of the trade of the East, it was rather paradoxical that the protection of that trade of the East should be given in the great port of the East, the second port in the world, in such a manner as to practically strangle the expansion of the Colony, and interfere with the due expansion of the shipping trade. He was quite sure there were many people engaged in His Majesty's service—engaged in the Admiralty and engaged elsewhere, who were quite prepared to endorse that view. The whole question resolved itself into one—whether a suitable site which would be equally free from the possibility of an enemy's shell fire and would offer greater facilities, possibly of approach with good anchorage in the neighbourhood, could be obtained elsewhere. From what he knew of the harbour he believed that such a site could be obtained elsewhere, and he earnestly hoped that the effect of their petition might be the removal of the Naval Dockyard from its present unsatisfactory position (applause), and the possibility that in the future, after he had left Hongkong, he might some day have the great pleasure of reading that the great Frigate, which had been extended up to the West, might be continued without any break to the Far East of the town. He had no doubt that it would be of enormous advantage to the town in the future. He thought it could be done, and agreed with them that it would be done without practically any expense to the Colony, and without expense to His Majesty's Government. If it could be shown that the factor of time could be satisfactorily met, and that a change to another position would enable His Majesty's Government to construct a Dock in something like the same time as that which must elapse before the present Dock is finished, he thought they might hopefully look for a favourable reception to their petition at home, as he had no doubt His Majesty's Government were as anxious whether the Admiralty, or the Colonial Office, or the War Office at home to meet the views of the Colony in every way in which they could be met where a fair statement was put before them, and where, as was probable, the interests of all are bound up. After all they must remember that in all the movements of His Majesty's forces naval and military, they were all primarily for the benefit of colonists in the East, and for the protection of trade. He had not much fear that if they could show that that factor of time could be satisfactorily answered, he himself, was of the hope, and the strongest hope, that the petition which they were about to prepare might have a favourable result. (Applause.) He promised them, so far as he could on those lines, he would support that petition by every means in his power. (Applause.)

Sir PAUL CHATER thanked His Excellency for having granted the interview and the proceedings terminated.

Barber (applying the lather). "I think I've got a better soap now than I've ever had before."

Customer. "I can't see any difference. It all tastes alike to me."

THE NEW TUNG WA HOSPITAL.

OPENING CEREMONY.

The new Tung Wa Hospital in Po Yau Street was opened yesterday by H.E. the Governor, Sir H. A. Blake, G.C.M.G., and in preparation for the ceremony the old and new buildings were lavishly and tastefully decorated with flowers, potted plants, and bunting. Besides the Vice-regal party, which included His Excellency, Lady Blake, Miss Blake, and Sir John Kane, Bart. (Private Secretary to the Governor), there were present the Hon. F. H. May and Mrs. May, Lady Goodman, Commodore and Mrs. Robinson, Bishop Hoare, Mr. E. R. Bellios, Hon. Mr. Ho Kai, C.M.G., Rev. C. H. Hickling, Dr. Thomson, Dr. Atkinson, Dr. Gibson, Dr. Fearn, Dr. Noble, Hon. C. W. Dickson, and Messrs. A. H. Rennie, E. M. Hazeland, J. H. Craig, B. K. Leigh, A. S. Hooper, J. R. Michael, C. McI. Messer, J. Lemm, G. C. Anderson, F. Browne, A. Gibson, G. A. Woodcock, and a great number of representative Chinese, including Messrs. Fung Wa Chan, Lau Chu Pak, Ho Tung, and Ho Fook.

The proceedings began with the reading of his address to His Excellency by the Chairman of the Hospital, Mr. Tung, previous to which Lady Blake and Miss Blake were each presented with a handsome bouquet by Mr. Fung Wa Chan and Mr. Ho Tung.

Addressing His Excellency, Mr. LAU CHU PAK said—Spring now gives life to all things: the trees are putting out new shoots; a thousand tints of colour are vying with each other in beauty. Thus not only in the garden adorned with fresh loveliness, but the garden also is encouraged to renewed effort. To-day, in this assemblage month of spring, our new hospital stands completed opposite to the old one. It is as if an old tree had put out a new branch, whose beauty is before our eyes. As we look at it our hearts are full of joy. Your Excellency, in coming here to-day to open this extension to our hospital, displays such interest in it that all Hongkong may know that we are met together not merely to admire a flower, but in the expectation of luxuriant fruit which will mature from the blossom. Let us then unite gladly in future efforts. The foundation-stone of this extension was laid on the 25th November, 1899. At that time the Government granted us by site and your Excellency honoured us by laying the foundation-stone. Since then three years have elapsed; winds and clouds have gathered and parted. We could scarcely hope that your Excellency, who had laid the foundation-stone, would also perform the opening ceremony. But nevertheless sewing and reaping have been done by the same hand. Now, when a man completes the work which he himself began, his affection for it is intensified. We venture to hope therefore that your Excellency is animated by the same sentiment. During the years that your Excellency's star has shone over Hongkong, all humane and charitable works, such as this hospital, have been steadily carried to completion under your Excellency's care. The whole Colony therefore prays for blessings upon your Excellency. It is my duty now to give you some details concerning the extension to our hospital. We have to thankfully acknowledge subscriptions from the Chinese in Hongkong and elsewhere to the amount of \$68,880.03, and from Europeans to the amount of \$20,016. The total sum subscribed was \$1,037,636.03. The cost of building was \$62,448 and the cost of the iron work was \$1,743.76. The architect's fee amounted to \$1,964. The new hospital contains one maternity ward, one surgery ward, two first-class wards and four general wards, all of them are bright, well-ventilated, and as you can see without words of mine, and it will be possible to do away with the old Tung Wa Hospital. So the Tung Wa Hospital has now a fresh attraction, and being more capacious than previously, it will prove a great and permanent benefit to Chinese in sickness. We trust that future benefactors will make further improvements, so that the high standard of the hospital may be maintained. Then your Excellency's kindness and interest in the hospital will not have been vain.

In declaring the building open, His Excellency said—Mr. Tung, ladies and gentlemen, I have come here with great pleasure to-day, and it is a gratification to me to see the completion, on which I congratulate you, of this valuable addition of the Tung Wa Hospital, and having inspected it more than once during the building, I am in a position to congratulate you upon its excellent wards, and especially upon its maternity wards, and its operating room. I need hardly, therefore, assure you of the pleasure with which I intend to-day to formally open this extension of the Tung Wa Hospital, and to start it upon its beneficent work. I have listened to the statement made by the Chairman with great interest, and it is pleasing to find that so large a proportion of the cost has been subscribed by Europeans, for it shows that in charitable works as in business the races of the East and the West are working together with that co-operation and good-will that have, within the life of a man, raised this Colony from a fishermen's village, with a few huts, to the position of the second port in the world, in whose harbour the rich cargoes of the earth find shelter and security, and within whose borders are found that personal liberty and equality before the law without which there can be no real prosperity or progress. I am glad to find that in the building of this extension, in the first place, the Tung Wa Committee should do away with the old Tung Wa Hospital. The Committee have long acknowledged and seen with regret that these wards were unsuitable and were badly ventilated, and it is pleasant to feel that the poor men

who were accommodated within those wards, in the past will now be more suitably accommodated. I see before me many ladies and gentlemen who probably have never considered the scope of the work that has been done by the Tung Wa Committee and by this year between two and three thousand patients are treated in this hospital, that here every man or woman entering the hospital, may elect whether he or she will be treated according to the Chinese method of treatment or to the European method. The wards are all the same, the beds are side by side, the conditions are identical, and therefore those who require are in a position to see which method of treatment offers the greatest prospect of recovery. Besides these thousands of patients who are accommodated every year within the walls of the hospital, a number—reaching, I think, 140,000—of out-patients are annually treated at the dispensary, which is situated at the opposite side of the street. More than that, this hospital not alone will take within its walls those who are sick and of whose recovery there may be hopes, it will receive the dying and it will bury the dead, and not alone that, for the poor who are not ill, but who have no place to shelter, are here taken in by this valuable society and accommodated for a time within the walls of the hospital. You will therefore understand how large is the measure of work done by this institution, and looking back upon the accounts of this Colony for several years, and remembering the condition of the city ten or fifteen years ago and now, I question if any factor that has brought to bear in the amelioration of misery in the City of Victoria has had a greater share in the good work than the Tung Wa Hospital. When laying the foundation of another extension which is being made by the Chinese to a plague hospital, a short time ago, I spoke of the difficulties that probably would be experienced in carrying out sanitary measures in the city. What the effect of those sanitary measures has been you can tell? But I then said that all the steps that were being taken were being taken, so far as we could see, for the benefit of the Chinese people, and that we were all doing what we thought and felt was for the best, and I asked the Chinese population to assist us in carrying out measures that must always be irksome and inconvenient to those upon whose houses those operations took place. I now take this public opportunity of thanking the Chinese people for the way in which they have responded to my appeal. This City of Victoria has been great inconvenience, but never has there been occasion to use anything more than a mere request. The people have listened to the advice of the influential Chinese; they have assisted the Government, and in no city in the world have the operations of Sanitary Boards been carried out with less friction and with greater co-operation from the inhabitants. For all this I thank the influential Chinese who have assisted the Government, and I have responded to the way in which their leaders have responded to the appeal. A new Public Health Bill has just been passed that will be far-reaching in its operations, and will, I hope, make a great change in the comfort and in the healthiness of the city in the future. One of the results of that Bill will be, I hope, to reduce the overcrowding in the city, and possibly to enable the Government to have more open spaces, so that the people will have some place possibly for recreation that is not covered with houses. We are now standing in the district of Taipingshan, which in 1844 was the very worst corner of the city, and at great expense the Government removed the population of Taipingshan and built a new town. From time to time there has been a question whether the Government should not dispose of that land and have it again built upon with more houses. I have come to the conclusion that the greatest improvement in that open space between the new extension is the bright sunlight and the pure air of heaven, and it is my intention to recommend to His Majesty's Government that the vacant space resumed in Taipingshan shall be made a people's garden. The health of the city cannot be improved for one instant in the scale of things, more question of dollars and cents, and I will approve of this decision. We are all aware of the efforts that are now being made to combat the two great diseases from which we have most suffered, and these are malaria and plague; and, throwing your eye back behind 1894, I rather think that of the two fearful diseases malaria is the worst. Over all these long years it has claimed its yearly toll of victims, and until the discovery, made by Dr. Ross on the means of propagation, by a particular kind of mosquito, we knew nothing about it further than the discovery of certain medicines which have discovered the source of this disease, it is the earnest desire of the Medical Department and of the Sanitary Board to prevent the disease by the destruction of mosquitoes. I know that ignorant people may think that the mosquito is a small thing, and may laugh at the idea of saving human life by the simple destruction of so very small a thing as a mosquito, but when they remember that the simple bite of this small insect, which they can hardly see without a magnifying glass, may cost the life of the father of a family, or carry away the very best-loved children, the Chinese people will begin to understand the importance of destroying mosquitoes. I ask therefore the Chinese gentlemen and all the Chinese present to impress upon their friends and their acquaintances the importance of helping the Sanitary Board in its efforts to destroy mosquitoes. I have in another manner with reference to plague that I take this opportunity of impressing upon the Chinese people. We know that of the people who go to hospital a large number die, and I cannot help thinking that many of these who have died of plague have died because the disease has not been taken in time. Now, under the new law, if a person who feels himself ill will only apply in time to a doctor he can be treated in his own house and the Government will undertake that he may be treated by a Chinese doctor or an European doctor as he chooses, and the Government will undertake to find lodgings for the remaining people in the house, leaving him to be treated by his own people. I am convinced that many of these cases where poor men and women are left to die and their bodies afterwards left in the street—that ghastly scene—would be avoided if the people would only be allowed to run to their doctors, because the people are taken to the hospital, and second, because the house would be disinfected. Disinfected of course the house must be. My house has been disinfected and I don't like it (laughter), but any sensible man must see that if a mad dog were running about his house he would destroy it and that a mad dog is not one-tenth as dangerous as a plague germ once it makes its entrance to your body. What I have said is the very beginning I know, is only saying what the Sanitary Board and I wish to try the experiment. I want to feel that in some few cases at least, you will come forward in cases of illness, and let that illness be taken in time and we will see

whether a large proportion of lives can be saved by treating the people in their own houses and lodging the other inhabitants of the house elsewhere. We have tried many things and you have gone with me hand in hand. Now I want you to try this and see if it may or may not succeed. It now remains for me to declare the new wing of the hospital open and I shall presently do so with the earnest hope that dripping like the gentle dew of heaven the beneficial effects of this valuable institution may be felt for many a long year by the Chinese poor among us in the amelioration of their misery who when afflicted with disease will find extended to them that brotherly kindness and pity that are the true bonds of union, and help to make the whole world kin. (Applause.)

With a golden key that was handed to him His Excellency then opened the door of the new hospital which he formally declared open.

The inscription on the key is: "Presented by the Committee of the Tung Wa Hospital to H.E. Sir Henry A. Blake, G.C.M.G., on the occasion of the opening of the new hospital building. Hongkong, 26th March, 1903."

THE NEW BUILDING.

The new building is a very handsome structure, situated opposite the Tung Wa Hospital, of which it will form an extension. It is bounded on its four sides by Station Street, Market Street, Pound Lane and Po Yau Street. The building consists of three blocks on different levels. First there is the administrative block with central hall, doctors' rooms, consulting room and office on the ground floor; and operating room with four private single wards for surgical cases on the upper floor. The operating room is lighted from the roof and is fitted with all the most modern requirements. Downstairs, the central hall is a finely fitted apartment, laid with marble tiles; the walls are done with green-faced brick and there are several beautiful Chinese columns. The second block consists of two 7-bedded wards on the ground floor and two corresponding wards above, making 28 beds in this portion of the building. In the third block there is one large ward of 18 beds on the ground floor and a similar ward of 18 beds on the upper floor. In addition to these there are attendants' rooms, hospital kitchens, lavatories, and all the essentials of a complete modern hospital. Communication from one block to another is provided by covered ways. The building itself is of a very substantial nature and does credit to the architects, Messrs. Leigh & Orange. No expense has been spared to make the institution as perfect as modern medical and surgical science can make it; the isolation of the wards and the general arrangements are alike admirable. About \$70,000, exclusive of the cost of the site which is part of the Taipingshan resumption and was granted from the Government, has been spent on the new hospital.

SUPREME COURT.

Thursday, 26th March.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

"AN EXTRAORDINARY CASE."

Lai Kut Wan, described as sole surviving partner of the Wing On firm, carrying on business in Jervis Street, applied for a receiving order against himself and the firm and asked that a manager be appointed for the business.

Mr. G. K. Hall Brutton of Messrs. Monney & Brutton, solicitors, appeared in support of the application. The assets, he said, exceeded the liabilities, but execution had been issued in judgment in six summary suits and the stock-in-trade had been seized and was now in possession of the bailiff. The sale of the stock-in-trade had been postponed until the hearing of this application, by arrangement with Mr. d'Almeida, solicitor for the execution creditors. The business was a lucrative one. He asked his Lordship to grant the application and appoint a manager of the concern.

His Lordship remarked that he could not understand the application. Applicant was a man with \$15,000, according to his own showing and yet apparently he did not pay his debts. It was in consequence of this that the six creditors brought actions against him in the Summary Court and they recovered judgment and took out execution. They were *prima facie* entitled to the fruits of their judgment.

Mr. Brutton said they would get paid.

His Lordship replied that it was a puzzle to him why he did not pay.

Mr. Brutton remarked that it had been a puzzle to him also. The man was really not capable of managing his own affairs. His Lordship said he must then as a matter of fact be off his head; but there was nothing of that in the affidavits. Why should not the creditors sell the goods? It was an exceedingly annoying thing for the creditors, after taking the trouble of going into the Summary Court, to find the applicant going behind their backs and snapping his fingers at them by going into the Bankruptcy Court.

Mr. Brutton repeated that the creditors would be paid.

His Lordship said it was very difficult nowadays to know when to believe affidavits. If the man had the money why did he not pay? Who was now managing the business?

Lai Kut Wan was put into the witness-box to be examined, but he showed such marked inability to understand what was wanted of him that

His Lordship stopped the examination and said he thought he had better give a receiving order. This was a most extraordinary case. The witness did not seem to know what he was about. His Lordship appointed Mr. Bruce Shepherd official receiver, and left it to him to apply for a manager for the business if he thought it necessary.

The Court adjourned.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

A STEAMSHIP CHARTER DISPUTE.

Tam Long Chuen and another, ship charterers carrying on business in co-partnership at

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FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 11th March, 1903.

[39]

267, Des Vaux Road Central, and J. E. Vander Ohe for damages, the action arising out of the charter by the plaintiffs of the steamer *Sleipner*, Mr. E. H. Sharp, K.C. (instructed by Mr. F. B. L. Bowley of Messrs. Denny & Bowley, solicitors), appeared for the plaintiffs, and Mr. T. Morgan Phillips, barrister-at-law (instructed by Mr. G. C. C. Master of Messrs. Johnson, Stokes & Master, solicitors), was for the defendant.

The plaintiffs stated in their pleadings that the defendant was a shipowner of Bergen, Norway, and was at the time referred to owner of the *a.s. Sleipner*. On 3rd September, 1901, a charter party was entered into between the plaintiffs and the East Asiatic Trading Co., as agents for the defendant and for the captain of the *Sleipner*, whereby it was agreed that the vessel should be chartered by the plaintiffs for a period of twelve months. One of the conditions of the charter was that the *Sleipner's* speed should be about 9 knots an hour in fair weather on a consumption of about 11 tons of the best Cardiff coal a day. The ship was taken over on 26th January, and she subsequently made several voyages under the charter party. But her speed was not as stipulated for in the charter party, nor did it approximate to that speed; and the plaintiffs in consequence suffered serious inconvenience and loss. By reason of the *Sleipner's* failure to comply with the charter party the plaintiffs on 1st July cancelled the same.

The defendant in his answers denied that there had been any breach of the condition in the charter party as to the speed of the *Sleipner* and stated that if at any time during the continuance of the charter party the *Sleipner* failed to steam as stipulated at about 9 knots an hour when it was necessary to do so such failure was due to bad weather and the inferior quality of the bunker coals supplied to the ship by the plaintiffs. Defendant further stated that the alleged failure to conform to the speed condition, and particularly on a voyage from Hongkong to Hilo and back, covering the period from 31st May to 27th June, was caused by (in addition to the reasons stated) the foul condition of *Sleipner's* bottom and other defects in the rudder and propeller which were not known to those in charge of the *Sleipner*. The plaintiff, during the continuance of the charter party did not require the *Sleipner* to be docked so as to permit of her bottom being cleaned as was necessary under the warranty of good condition set forth in the charter party; and particularly on or about 28th May, 1902, and particularly on or about 28th May, 1902, for purposes although requested by those in charge of the ship. Defendant did not admit that the plaintiffs had suffered any loss or damage by the alleged failure to perform the condition as to speed and stated that if the *Sleipner* did fail such failure did not entitle plaintiffs to cancel the charter party. Defendant in consequence had suffered loss and asked leave to counter-claim.

Mr. Sharp, K.C., having read the pleadings and answers, said that the case for the plaintiffs was that the steamship failed to comply with the charter party and that they were therefore entitled to damages.

His Lordship remarked that there seemed to be a point in law as to whether, assuming that the speed was not approximately what was stipulated in the charter party, that authorised cancellation, and then there would be questions of fact which he would have to deal with as a jury.

Mr. Sharp said it lay with him to show substantial failure to comply with the charter party.

His Lordship—You say you cancelled it. Mr. Sharp—Yes, we admit we cancelled it. Counsel went on to open the case at some length.

Evidence was taken and the Court afterwards adjourned.

BOOKINGS TO HONGKONG.

Per Messageries Maritimes steamer *Australien*, from Marseilles, April 5.—Mr. and Mrs. J. J. Elzalde and 2 children.

Per F. and O. steamer *China*, connecting with the steamer *Baharat*, at Colombo, from London, February 20.—Mr. Greig, Mr. P. Atkinson, Mr. Gibbs, Miss Atkinson, Mr. Chenoweth, Mrs. Smith, from Marseilles.

Mr. Fosse, Mrs. and Miss Greig, Mr. Butterworth, Mr. Wright, Mr. F. C. Konde.

Per F. and O. steamer *Shanghai*, from London, February 21.—Capt. J. H. Rich, Capt. L. A. and Mrs. Bagshaw, Major Black, Mr. Goldsmith.

Per F. and O. steamer *Himalaya*, connecting with the steamer *Coromandel*, at Colombo, from London, March 6.—Mr. and Mrs. Wells and 2 children, Sergeant Eagleton, Sergeant and Mrs. Manje, Corporals Tyler and T. Maguire, Mr. J. Brown, from Marseilles.—Mr. and Mrs. Molynux-Sheel, from Brindisi.—Mr. Scott.

TREATY REVISION WITH CHINA.

PROPOSED TERMS OF AMERICAN TREATY.

At the January meeting of the Executive Committee of the American Asiatic Association an amended resolution which had been submitted in a slightly different form at the December meeting was adopted as the sentiment of the members, and a copy duly transmitted to the Secretary of State. The Preamble points out—

Whereas, The main objections to the British agreement consist in the retention of the native custom houses, the offices for collecting duty on native opium and the salt reporting offices; in the provision of a consumption tax and an excise duty on all Chinese manufactures; in a special surtax on the duty on the exports, and in the large addition made to the existing import duty.

Resolved, That in the negotiation of a new treaty of commerce and navigation with China an effort be made, if not altogether to abolish the native custom houses, at least greatly to reduce their number; that means be found to dispense with special offices for the collection of duty on native opium and on salt in transit; that no sanction be given to the imposition of excise or consumption taxes on the internal trade and merchandise of China; that steps be taken to initiate a line of policy leading to the ultimate abolition of all export duties; and that in no case should any of these duties exceed the maximum of 5 per cent. *ad valorem*; that a rate not more than double the present import duty be offered to provide the means to compensate the provincial governments for the loss of revenue entailed by the abolition of all *leibin* dues and other forms of taxation of foreign imports in transit from the port of entry to the interior markets of China, and that these governments have a direct representation in the person or persons of selected members of the Imperial Maritime Customs, in the administration of the affairs of the native customs of each of the provinces.

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Hongkong, 14th February, 1903.

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NOTICES

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NEW ADVERTISEMENTS

WANTED.

TEACHER OF SPANISH.

Address—SPANISH.
Care of Daily Press Office.
Hongkong, 27th March, 1903. [970]

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3, Queen's Building,
Top Floor, Hongkong, 27th March, 1903. [975]

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THE GREAT NORTHERN TELEGRAPH COMPANY OF COPENHAGEN, LIMITED.

QUARTERLY REVISION OF CURRENCY CHARGES ON CABLEGRAMS.

REFERRING to the Companies' Notice of 20th December last, the senders of telegrams are hereby advised that from the 1st APRIL next the charges for Telegrams will, subject to revision after three months, be collected at the rate of \$0.50 to equal One Franc.

J. M. BECK, Superintendent.

Hongkong Station, 26th March, 1903. [976]



ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the FREE-MASONS' HALL, Zetland Street, on WEDNESDAY, the 1st APRIL, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 27th March, 1903. [971]



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that FIELD FIRING will take place TO-MORROW MORNING (SATURDAY), the 28th instant, from a point one mile South of Kowloon Point (Ngau Tan Kok), firing on the southern slope of the hill.

By Command,
F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 26th March, 1903. [974]

FOR LOILO (DIRECT).

THE Steamship

"I. DE LA RAMA,"
Captain F. Such, will be despatched as above on MONDAY, the 30th inst., at 3 P.M.
This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to
HIJOS DE I. DE LA RAMA,
19, Connaught Road.

Hongkong, 27th March, 1903. [967]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"OANP" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 3rd April will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 3rd April.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th March, 1903. [972]

THE HONGKONG WEEKLY PRESS will be ready to-morrow, and will contain—

Leading Articles—
Sanitary Board Election.
The Admiralty Dock Frisco.
Camphor Production in China.
Gold in Manchuria.
The New Treaty.
The Mail Contract.
American Trade with China.
Admiralty Dock Removal Question.
Sanitary Board Election Result.
The Murder of Countess Evans.
Opening of Tung Wa Hospital.
Lecture by Rev. E. J. Hardy on "Marriage."
Supreme Court.
Green Island Cement Co., Ltd., Annual Meeting.
Humphrey's Estate and Finance Co., Ltd. Victoria Gael in 1902.
Seamen's Church and Mission.
Chinese and the Philippine Question.
Tientsin and the Currency Question.
Correspondence—
The Currency Question.
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Hongkong, 27th March, 1903.

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Captain Robson, will be despatched for the above port TO-MORROW, the 28th inst., at 5 P.M.

For Freight or Passage, apply to
DOUGLAS LAURA & CO.,
General Managers.

Hongkong, 27th March, 1903. [972]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 P.M. the 28th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 26th March, 1903. [973]

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NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY

ANNUAL MEETING OF SHAREHOLDERS

in the above Company will be held at the above COMPANY'S OFFICE, No. 29, Queen's Road Central, at 4 P.M., on TUESDAY, the 31st MARCH, 1903, for the purpose of receiving the Report of the Directors with a Statement of Accounts to the 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 31st MARCH, both days inclusive.

By Order of the Board of Directors,
M. A. A. SOUZA,
Secretary.

Hongkong, 18th March, 1903. [963]

MACHELL MEMORIAL FUND.

A MEETING OF SUBSCRIBERS to the

above Fund will be held at QUEEN'S COLLEGE, TO-DAY (FRIDAY), MARCH 27th, at 3.30 P.M.

E. RALPHS,
Hon. Secretary.

Hongkong, 23rd March, 1903. [935]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from 6 P.M. on at Stonecutters Island, West Battery, on MONDAY and TUESDAY Next, the 30th and 31st instant, at targets in a Westerly direction.

Practice will commence at about 9 a.m.

By Command,
F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 24th March, 1903. [960]

BROWN, JONES & CO.,

MONUMENTAL AND ORNAMENTAL MASONS.

Have on View and for Sale at their Marble Yard,
Statuary Figures, Angels alongside Crosses, Obelisks, Columns, Rustic and Plain Crosses and Headstones; also
AMERICAN MARBLE
Crosses, Columns and Headstones; and
ABERDEEN GRANITE
Crosses and Headstones
For adults and children's graves.

CEMETERY MEMORIALS

made to any design in Italian and American Marble and Hongkong Grey and Blue Granite.

Special attention paid to
LETTERING IN ALL STYLES OF
LANGUAGE
in imperishable lead, lead cement, gold, or black.

All work and material guaranteed to be the best and most durable.

Prices to suit the times.

Designs on application.

Orders from outposts carefully and promptly executed.

Office—No. 17A, Queen's Road Central, 1st Floor. Marble Yard—No. 18, Morrison Hill Road, Hongkong.

Hongkong, 5th January, 1903. [3462]

GRACA & CO., Importers and Exporters

of Foreign and Colonial POSTAGE STAMPS, 55, Peel Street, Hongkong, have just received for sale at their stall at Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums, Pictorial Post Cards: Panoramas of Hongkong, Macao, Canton, Chinese Costumes, Views, &c., &c., in Phototype and Coloured Colotype. Assortment of Postage Stamp Albums, Louises, Hinges, Tweezer and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or 1st class reference

[255]

ASK FOR

CORONATION CUP.

A most delightful beverage just produced by a well-known firm in Manchester.

VI-KOLA.

A draught of this stimulating refresher brings on quickly a sense of vitality and buoyancy that makes life worth living.

STONE GINGER BEER.

A celebrated beverage filled in Patent Codd-necked bottles as to avoid structural contamination of any kind, which the earthen bottles could not prevent, being decorated in their interior surface with a net-work of dirt, &c., through "accamping" of common workmen, especially Chinese.

THE ROYAL BREWERY WATER MANUFACTORY OFFICE,

Depot—10a Home Street; Telephone, 374.
11—2 F. P. DANENBERG, Manager

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction,
TO-DAY (FRIDAY),
the 27th March, 1903, commencing at 3 P.M.,
at No. 4, EAST TERRACE, Kowloon,
A QUANTITY OF
HOUSEHOLD FURNITURE,
And
One COTTAGE PIANO.
(Particulars from Catalogue.)
TERMS—As usual.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 24th March, 1903. [953]

PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction,
TO-MORROW (SATURDAY),
the 28th March, 1903, at 2 P.M., at his
SALES ROOM, Queen's Road,
MUSLIN, PRINTS, RIBBONS, LACE
HOSIERY, SILKS, TRIMMINGS, BOYS'
SUITS, &c.;
MEN'S PANTS, SINGLETS, TIES,
and STRAW HATS;
BOOTS, SHOES, WATERPROOFS,
and UMBRELLAS;
LADIES' DRESS MATERIALS and
GENT'S SUIT LENGTHS;
Also
A Large Quantity of FINE IRISH
LINEN SHIRTS, &c., &c.
TERMS OF SALE—As Usual.
V. J. REMEDIOS,
Auctioneer.

Hongkong, 25th March, 1903. [963]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS

of the letting by Public Auction Sale, to be held on MONDAY, the 30th day of MARCH, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land on the South side and near the crest of the Kowloon Range of Hills, New Kowloon, in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot. Registry No. Locality. Boundaries and Measurements. Contents in Square Feet. Area in Acres. Bid Price.

1. Kowloon Inland Lot No. 2. South side, near Crest of Kowloon Range of Hills, New Kowloon. N. S. E. W. 1/2. 1/2. 1/2. 1/2. 6,400 14. 128

[940]

M. R. CHADWICK, K.E.W.

DENTAL SURGEON,

No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 a.m. to 5 p.m.—
Hongkong, 14th March, 1903. [939]

S. I. ENTING.

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903. [925]

HONGKONG BUSINESS DIRECTORY.

FURNITURE WAREHOUSEMEN

CHEE & CO., Established 1859.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 176, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and Exporters, Teakwood Furniture, Blackwood, Jewellery, &c., highest grade, best and cheapest. 8, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo

PHOTOGRAPHER

M. MUMFAY, JAPANESE ARTIST.
Bromide and Grayton Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8A, Queen's
Road Central.

PRINTING

'DAILY PRESS' OFFICE
Proofs read by Englishman.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartman's Bahig's Genuine Com-
position Red Hand Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chaulders,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipbuilders, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

MORE & SEIMUND,
25 and 26, Connaught Road, Praya Central.
Shipbuilders; Sailmakers, Riggers,
Commission Agents and General
Storekeepers; Sole Agents for
Shipowners Composition ("Grey-
hound Brand") and Blundell's
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

INSURANCES

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 16th May, 1892. [28]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are PREPARED TO ACCEPT FIRE
and Chinese Risks at Current
Rates.

SIEMSEN & CO.,
Auctioneers.

Hongkong, 20th May 1895 [27]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 16th November, 1872. [25]

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1901,
£15,722,693.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
II. FIRE FUNDS... 2,695,548 5 2

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 1st July, 19... [179]

SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

HCTZ, JACOB & CO.,
Agents.

Hongkong, 2nd April, 1900 [2]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897 [113]

NORTHERN ASSURANCE CO.

ESTABLISHED 1836.

The Undersigned Agents of above Company
are prepared to accept First-class Foreign
and Chinese RISKS against FIRE at Current
Rates

TURNER & CO.,
Agents.

Hongkong, 14th January, 1903. [246]

PHENIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES OF INSURANCE
against FIRE at Current Rates.

DOUGLAS LAURA & CO.,
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [28]

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN and
CHINESE RISKS.

HOTZ, JACOB & CO.,
Agents.

Hongkong, 1st September, 1902. [2327]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
Cash Security... £262,719
Total Losses Paid... £2,759,240

The Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Agents.

Hongkong, 22nd July, 1902. [142]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE
AND KYNOLTS SPORTING
CARTRIDGES, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED LEAD, in
all Sizes, No. 10 to 888G. ALL GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.,
Agents.

Hongkong, 28th November, 1902. [1125]

HONGKONG CLUB.

NOTICE.

THE THIRD DRAWING OF SIXTY-
FIVE DEBENTURES of \$100 each,
in the Hongkong Club, numbered as under—

4 327 861 1278 1558
29 541 932 1290 1867
143 551 942 1430 1379
147 553 944 1338 1371
154 574 924 1350 1697
168 627 934 1387 1693
293 672 986 1401 1729
298 682 1073 1405 1768
299 724 1081 1431 1857
413 782 1108 1462 1876
482 797 1133 1474 1959
523 815 1219 1517 1868
525 833 1271 1525 1991

have this day been drawn for Redemption and
will be PAYABLE at the HONGKONG and
SHANGHAI BANKING CORPORATION on the
31st day of MARCH, 1903, in exchange for
surrender of same.

C. H. GRACE,
Secretary.

Hongkong, 19th March, 1903. [912]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,
27, Des Voeux Road Central HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 10th March, 1902. [796]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is con-
ducted by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules
may be obtained on application.

INTEREST on deposits is allowed at 3%
PER CENT. per annum.

Depositors may transfer at their option
balances of \$

SHIPPING.

ARRIVALS.
Mar. 26, KANSU, British str., 1,143, W. Haddley, Newchwang via Chefoo 18th March.
General.—BUTTERFIELD & SWIRE.
Mar. 26, KUMANO, British str., 2,078, E. J. Butler, Calcutta and Singapore 26th Mar.
General.—JARDINE, MATHESON & CO.
Mar. 26, LINA, Norwegian str., 979, Borgo, Saigon 21st March, Rice and General.—SANDER, WIELER & CO.
Mar. 26, OANPA, British str., 4,864, Bartlett, Liverpool 9th February via Singapore 20th March, General.—BUTTERFIELD & SWIRE.
Mar. 26, VERONA, German str., 3,036, H. N. Spiesen, Kutchin 21st March, Coal.—MITSUBISHI KAISHA.

CLEARANCES.

A. THOM HANCOCK MASTER'S OFFICE.
26th March.
Benalder, British str., for Moulmein.
Choutai, German str., for Bangkok.
Hochling, British str., for Swatow.
Hoikao, French str., for Hoihow.
Indrasamba, British str., for Moji.
Kansu, British str., for Canton.
Nanchang, British str., for Swatow.
Pekin, British str., for Shanghai.
Pembroke, British str., for Shanghai.
Pissanuk, German str., for Hoihow.
Triumph, German str., for Chefoo.
Wakasa Maru, Japanese str., for Kobe.
Wosung, British str., for Canton.

DEPARTURES.

26th March.
ANPHITRITE, British cruiser, for Japan.
BENALDER, British str., for Moulmein.
CHOUTAI, German str., for Bangkok.
FAUKANO, British str., for Canton.
GERMANIA, German str., for Hoihow.
HIPBANG, British str., for Shanghai.
HONGWAN L, British str., for Amoy.
INIRASAMBA, British str., for Portland (Or).
KANSU, British str., for Canton.
NANCHANG, British str., for Tientsin.
PEKIN, British str., for Shanghai.
WOSUNG, British str., for Canton.

VESSELS IN DOCK.

26th March.
ARNDSEN DOCK.—Elita Noosack.
K. W. DOCK.—Kinsman, Campania de Filipinas, Sherman, Isla de Cuba, Zafiro, Hinasang, Hydros, U.S.S. Helena, Retz, Apenrade, Haden.
COSMOPOLITAN DOCK.—

SHIPPING REPORTS.

The British steamer KANSU, from Newchwang via Chefoo 19th March, had moderate monsoon and fine weather throughout.
The British steamer OANPA, from Liverpool 9th Feb. and Singapore 20th March, had light N.E. winds and very fine weather.
The British steamer KUMANO, from Calcutta and Singapore 10th March, had light to moderate N.E. winds and fine weather throughout.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
The Company's Steamship.

"HAICHING."

Captain Hodgins, will be despatched for the above ports, TO-DAY, the 27th inst., at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LARRAK & CO.,
General Managers.

Hongkong, 24th March, 1903. [957]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"YUENSANG."

Captain P. H. Rolfe, will be despatched for the above ports, TO-DAY, the 27th inst., at 4 P.M.
This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 24th March, 1903. [951]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship.

"KUMANO MARU."

5,000 Tons, Captain E. W. Haswell, will be despatched for the above port TO-DAY, the 27th inst., at 4 P.M.
This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 23rd March, 1903. [938]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR: BATAVIA, PENANG, SINGAPORE, COLOMBO, ADEEN AND SOUTH AFRICAN PORTS.

THE Steamship.

"MALTA."

Captain C. L. W. Field, carrying His Majesty's Mails, will be despatched from this for Marseilles and LONDON DIRECT, on SATURDAY, the 28th March, at Noon, taking passengers and cargo for the above ports.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 16th March, 1903. [1]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897. [8]

REGULAR STEAMSHIP SERVICE

TO NEW YORK VIA PORTS AND SUEZ CANAL (With liberty to call at Philippine Ports).

Proposed sailing from Hongkong.

THE Steamship

"SENECA"

will be despatched for the above ports on or about 30th March.

For Freight and further information, apply to

STANDARD OIL COMPANY OF NEW YORK.

Oriental Freight Department, Agents.

Hongkong, 13th March, 1903. [829]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MANZANILLO, MEXICO AND SAN FRANCISCO VIA MOJI, KOBE AND YOKOHAMA.

THE Steamship

"ATHOLL"

Captain E. Porter, will be despatched for the above ports on TUESDAY, the 31st inst., at Noon.

For Freight or Passage, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN, Superintendent.

Hongkong, 20th March, 1903. [923]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR PIUMI AND TRIESTE DIRECT.

Calling at SINGAPORE, PENANG, RANGOON, CALCUTTA, COLOMBO, ADEEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to South Africa, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Company's Steamship

"NIPPON"

Captain Klausberger, will be despatched for the above ports on WEDNESDAY, the 1st April, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 24th March, 1903. [13]

FOR SINGAPORE, RANGOON AND MOULMAIN.

THE Steamship

"FREIBURG."

Captain Prosch, will be despatched for the above ports on THURSDAY, the 2nd April, at Noon.

For Freight, apply to

HAMBURG-AMERIKA-LINIE, Hongkong Office.

Hongkong, 24th March, 1903. [952]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 7th April, 1903, at 11 A.M., the Company's Steamship

"SYDNEY," Captain Blane, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 6th April. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th March, 1903. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.).

THE Steamship

"EASTERN."

Captain Ellis, will be despatched as above on THURSDAY, the 9th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, i.e., throughout the voyage.

The Steamer is insulated throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passenger, the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th March, 1903. [879]

"SHIRE" LINE OF STEAMERS.

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Philippine Ports).

THE First-class steamer

"FEMBROKESHIRE"

will be despatched on or about FRIDAY, the 15th May.

For Freight or Passage, apply to

SHEWAN TOMES & CO., Agents.

Hongkong, 26th March, 1903. [96]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KUMANO MARU SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE. FRIDAY, 27th Mar. at 4 P.M.

KANAKURA MARU MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. SATURDAY, 4th Apr. at DAYLIGHT.

TOSA MARU VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA. TUESDAY, 7th Apr. at 4 P.M.

IDZUMI MARU BOMBAY, via SINGAPORE and COLOMBO. WEDNESDAY, 8th Apr. at 4 P.M.

KAGOHIMA MARU MOJI, KOBE and YOKOHAMA. FRIDAY, 17th Apr. at NOON.

KINSHU MARU KOBE. FRIDAY, 17th Apr. at 4 P.M.

INABA MARU MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. SATURDAY, 18th Apr. at DAYLIGHT.

HIROSHIMA MARU BOMBAY, via SINGAPORE and COLOMBO. TUESDAY, 21st Apr. at NOON.

KAGA MARU VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA. TUESDAY, 21st Apr. at 4 P.M.

GEORGE MARU NAGASAKI, KOBE and YOKOHAMA. WEDNESDAY, 22nd Apr. at NOON.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round the World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

A. S. MIHARA, Manager. [9]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and midships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR. SAILING DATE.

RUBI 2540 R. W. Almond Manila Direct Sat. 28th Mar. 10 A.M.

ZAFIRO 2540 R. Rodger Manila Direct Sat. 4th Apr. 10 A.M.

PERLA 1980 J. McGinty Manila Direct Sat. 4th Apr. 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 24th March, 1903. [17]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN. TO SAIL ON.

"INDRAVELLI" 4,899 W. E. Craven April 18, 1903

"INDRAPURA" 4,899 A. E. Hollingsworth May 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 10th March, 1903. [114]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS and LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. SAILING DATES.

PRINZ HEINRICH ... WEDNESDAY ... 1st April

SACHSEN ... WEDNESDAY ... 15th April

KIAUSCHOU ... WEDNESDAY ... 29th April

BAVERN ... WEDNESDAY ... 13th May

ZIETEN ... WEDNESDAY ... 27th May

STUTTGART ... THURSDAY ... 11th June

ROON ... THURSDAY ... 25th June

PREUSSEN ... THURSDAY ... 9th July

HAMBURG ... THURSDAY ... 23rd July

PRINZ HEINRICH ... THURSDAY ... 6th August

Steamers of the Hamburg-Amerika Linie. Calling at Amsterdam

ON WEDNESDAY, the 1st day of April, 1903, at Noon, the Steamship "PRINZ HEINRICH" of the Norddeutscher Lloyd, Captain R. Heintze, with Mails, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 30th March. Cargo and Specie will be received on board until 5 P.M. on Tuesday, the 31st March, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 31st March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linens can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 19th March, 1903. [5]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SINGAPORE, COLOMBO and BOMBAY.

STEAMERS. TO SAIL ON. REMARKS.

BOMBAY ... G. M. Montford ... About 24th March ... Freight only.

MOJI and KOBE ... C. H. Longdon, B.M.R. ... About 25th March ... Freight only.

YOKOHAMA, via SHANGHAI and KOBE ... C. J. Weston, B.M.R. ... About 26th March ... Freight only.

LONDON DIRECT ... C. L. W. Field ... Noon, 29th March ... See Special Advertisement.

SHANGHAI ... E. R. Summers ... About 28th March ... Freight or Passage.

SINGAPORE, COLOMBO and BOMBAY ... G. Phillips, B.M.R. ... About 31st March ... Freight only.

LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES ... C. H. Andrews ... Noon, 1st April ... Freight only.

PASSENGER SEASON 1903.

For MARSEILLES, PLYMOUTH and LONDON DIRECT, apply to

WITHOUD TRANSHIPMENT. For further Particulars, apply to

E. A. HEWETT, Superintendent. Hongkong, 25th March, 1903. [1]

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR

VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.

TREMONT T. W. Garlick 9,606 March 28th

OLYMPIA J. Truebridge 2,837 April 8th

TACOMA A. Dixon 2,832 April 17th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

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CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

